



AGENDA

Climate Policy in an Energy Boom

August 6 - 9, 2013
Asilomar Conference Grounds
Pacific Grove, California

Organized under the auspices of the Energy and Alternative Fuels Committees
of the U.S. Transportation Research Board

Hosted by



International policies and initiatives for climate and energy are faltering. Continuing global increases in greenhouse gas emissions mean that the climate is unlikely to stabilize even after an increase of 2°C. Meanwhile, a boom in fossil energy is underway. This conference will focus on national and sub-national approaches to reduce transportation-related oil use and greenhouse gas emissions. What are the opportunities and what are the limitations? What new international and public-private partnerships might be pursued?

Tuesday, August 6

Registration - 3 to 6 p.m.

Welcome Reception - 4:30 to 6 p.m.

Dinner - 6 to 7:30 p.m.

Post-dinner Reception - 7:30 to 8:30 p.m.

Wednesday, August 7

Session I – 9 to 11:45 a.m.

Setting the Stage

The quantity of carbon embedded in fossil energy vastly exceeds the carbon budget for stabilizing the climate at +2°C—meaning we either leave it in the ground, sequester the combusted CO₂, or adapt. The most likely answer is some of each. The new fossil energy boom dampens the economic and political impetus to pursue energy alternatives. Is the oil industry therefore headed on a collision course with carbon? Is that the central question? And what does that imply for strategies to improve efficiency, reduce demand, and introduce low-carbon alternatives?

Moderator: Dan Sperling, *UC Davis*

Speakers:

- David Greene, *Oak Ridge National Laboratory*
- Amy Myers Jaffe, *UC Davis*
- Mary Nichols, *California Air Resources Board*

Panel:

- Thomas Becker, *BMW Group*
- Roland Hwang, *Natural Resources Defense Council*

Session II – 1:30 to 3:30 p.m.

What Do Energy and GHG Scenarios Tell Us?

How might we get to a 50% reduction in petroleum use by 2030 and 80% reductions in petroleum and GHGs by 2050? A number of major organizations have addressed this question in the past year, including the National Petroleum Council, National Academies, U.S. Department of Energy, International Energy Agency, Shell, UC Davis, and ICCT. How do the different projections compare with respect to 2030 and 2050 goals? What are implications of these projections for the transport sector in designing subnational, national, and international policy?

Moderator: Dawn Manley, *Sandia National Laboratories*

Speakers:

- Nebojsa Nakicenovic, *International Institute for Applied Systems Analysis and Vienna University of Technology*
- Lew Fulton, *UC Davis*

Session III – 4 to 6 p.m.

Speed Bumps for Zero Emission Vehicles and Advanced Biofuels

Advanced vehicles and biofuels both face large challenges. Are cellulosic ethanol and other low-carbon biofuels a lost cause, relegated to niche markets, or is there realistic hope for a massive contribution? How fast might plug-in electric vehicles and fuel cell vehicles advance, and what are the best ways to accelerate their deployment? What is the risk that we're letting perfect be the enemy of good?

Moderator: John Viera, *Ford Motor Company*

Speakers:

- Britta Gross, *General Motors*
- Matthew Tipper, *Royal Dutch Shell*

BBQ Dinner – 6 to 9 p.m.

Thursday, August 8

Session IV – 8:45 to 10:45 a.m.

China, the Giant

China is the largest emitter of GHGs in the world (though still far below the U.S. in per capita emissions), with rapid growth continuing, and its transport sector is expected to surpass U.S. transport in oil use and GHG emissions around 2030. Air pollution is the worst in the world and urban traffic congestion is steadily worsening. In this session we examine the state of transportation in China, addressing the future of the auto industry, alternative fuels, electric vehicles, vehicle emissions, public transport, non-motorized travel and high speed rail. What is the role of policy, and what can China and the developed world learn from each other?

Moderator: Feng An, *Innovation Center for Energy and Transportation*

Speakers:

- Xiliang Zhang, *Tsinghua University*
- Kebin He, *Tsinghua University*
- Michael Wang, *Argonne National Laboratory*

Session V – 11:00 a.m. to 12 noon

Do We Have a Failure to Communicate? Or Are We Mis-naming the Problem?

This session will actively engage the audience in a facilitated discussion on communication. What are the core reasons the U.S. does not have national climate change legislation? To what extent is it a failure of communications, defective political strategy, defects in the substance of legislative proposals, or something else? To what extent have public views on climate change changed and created new opportunities for meaningful policy action? Most important, what is the path forward for climate change policy in the U.S.?

Moderator: Greg Dalton, *Climate One*

Speaker: James Hoggan, *Hoggan & Associates*

Session VI – 1:30 to 3:30 p.m.

Delivering the Goods in an Urban World

Goods delivery is tightly entwined with expanding economic activity, absent additional policy, the freight portion of transportation emissions will continue to grow in the future even while light-duty vehicle emissions are flat or falling. This session will address opportunities to reduce GHG emissions while meeting service demands in growing urban regions. We will consider alternative fuels, advanced vehicle technologies, more efficient logistics and mode choice. The panel will discuss what might be possible in the near and long term and what the role is for policy and practice.

Moderator: James Corbett, *University of Delaware*

Speakers:

- Roland Gravel, *U.S. Department of Energy*
- Tom O'Brien, *California State University, Long Beach*
- Scott Perry, *Ryder Fleet Management Solutions*

Session VII – 4 to 6 p.m.

Opportunities to Reduce Vehicle Use

Vehicle miles traveled (VMT) per capita in the U.S. has declined since 2004. Is this downward trend temporary or structural? To what extent is it a function of demographics, the recession, policy, gasoline prices, technology or other measurable factors? How do changing consumer housing preferences affect VMT as household size shrinks and America re-urbanizes? How about other land development trends, such as the move from subdivisions to mixed use and transit-oriented development in cities, suburbs and smaller communities? And what role might new mobility services play? The focus of this session will be policies and strategies to further dampen VMT growth and GHGs.

Moderator: David Burwell, *Carnegie Endowment for International Peace*

Speakers:

- Steve Polzin, *University of South Florida*
- Carl Friedrich Eckhardt, *BMW Group*
- Johanna Partin, *C/40 Cities*

Dinner – 6 to 7:30 p.m.

Friday, August 9

Session VIII – 9 to 11:30 a.m.

Regulatory and Policy Strategies

How might current regulatory and policy programs be enhanced and modified? What might become politically viable in President Obama's second term? How far can we go with energy efficiency? Are standards the only workable policy, and can we largely rely on regulatory agencies in the U.S.? Will bottom-up actions by states and local governments be more important? To what extent can a piecemeal approach be effective? What about carbon taxes, cap and trade, and feebates? How will the oil and gas boom affect transport policy and politics?

Moderator: Vicki Arroyo, *Georgetown University*

Speakers:

- Karl Simon, *U.S. Environmental Protection Agency*
- Barry Wallerstein, *South Coast Air Quality Management District*

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